BREAK IN FREIGHT RATES

All Chicago Lines Will Reduce the Tariff on Provisions and Live Hogs.

Twenty-Five Cents Per Hondred Pounds to Be the Rate to New York After June 16-Future of the Indiana, Illinois & lowa.

A break in provisions and live-bog rates from Chicago to the sea-board has been precipitated by the Lake Shore. Notice was given by that company to the chairman of the Central Traffic Association that to meet the irregular competition of other lines it would be compelled to reduce the rate on provision and hogs from the prosent basis of 30 cents per 100 pounds from Chicago to New York to the basis of 25 cents. A meeting of the roads interested was held yesterday, and they all decided to take similar action, to go into effect June 16. The rate on bulk meats, which is always 5 cents higher than that on the articles mentioned, is thereby pulled down to the basis of 30 cents.

Future of the I., I. & I. Rafiway. Evidence accumulates that the Indiana, Illinois & Iowa road is to be extended eastward and made a much more important road than it now is, although now, as a rate-disturber, it cuts quite a figure. The belief strengthens that some strong road is behind its aggressive movements, and there is but little doubt it is the Delaware, Lackawanna & Western, and that eventually the three "I" road is to be extended to Buffalo, the present western terminus of the Lackawanna road. This scheme has been talked of for three years, but not until now has it shown any real life. A survey has just been completed from the eastern termini of the three "I" to Plymouth, and it is stated that the surveying corps has now been instructed to push on in a northeastern direction to Goshen, Ind. At this point it would strike the new Wabash line, but it is believed if any of that line is utilized for Detroit or Toledo such arrangement would be but temporary. A belief prevails that within eighteen months the road will be completed to a connection with the Lackswanna at Buffalo, which, it is claimed, would give the Lackawanna a more direct line than any now operated into the heart of the Western States.

An Important Decision. J. C. Loomis, general manager of the Louisville Car-service Association, sends the following information: On Saturday last the first case in which a railroad company has brought an ordinary action to recover car-service charges for detention of cars beyond the time allowed for unloading, was tried in the Louisville Law and Equity Court yesterday before Judge Toney and a jury. The case was that of the N., N. & M. V. Company vs. J. Schwartzwalder & Son, and \$128 was claimed. The jury returned a verdict, and the court, thereupon, gave judgment for the full amount. This case is important in view of the fact that it is the first and only such case that has come before a jury in Kentucky.

Chicago Roads Must Be Shading Rates, East-bound shipments of freight from Chicago last week by all roads amounted to 53,736 tons, against 49,000 tons for the preceeding week and 43,898 tons for the corresponding week last year. Lake shipments amounted to 64,603 tons, against 59,-604 for the week previous. Shipments of flour, grain and provisions from Chicago to the sea-board by the lines in the Central Traffic Association aggregated 17,940 tons, against 15,471 for the preceding week, an increase of 2,469 tons, and against 13,5% for the corresponding week last year, an increase of 4,357 tons. Of the total tonnage the Vanderbilt lines carried 44 per cent., the Pennsylvania lines 28, the C. & G. T. 18, and the B. & O. 10 per cent.

Personal, Local and General Notes. E. R. Newman has been appointed agent of the Wabash road at Chicago. With the retirement of R. C. Houston the position of general claim agent of the Louisville, New Albany & Chicago road is abolished.

There were transferred over the Belt road in the week ending June 11, 15,909 cars. Belt road engines last week handled 1,286 car-loads of stock. The freight department of the Chicago

and Ohio River Traffic Association will hold its regular monthly meeting at the Bates House to-day. A number of prominent railroad officials,

S. H. H. Clark, of the Union Pacific, being of the number, went East on Sunday to attend the funeral of Sidney Dillon. C. P. Atmore, general passenger agent of the Louisville & Nashville road, was in

the city yesterday arranging to carry Wilder's Brigade to their annual reunion JE Lookout mountain, General Manager Barnard, of the Peoria

& Eastern, who has been detained in Cincinnati some days by the illness of his wife, came up last evening and will remain here for a day or two. The Transmissouri Association will meet in Chicago, to-day, for the purpose of elect-

ing a chairman, to succeed James Smith. resigned. It is generally believed that J. N. Faithorn will be the choice. The Louisville, New Albany & Chicago

company has commenced general improvements to the branch between Monon and Michigan City, which has been neglected to improve, first, the main line. J. B. Hutchinson, who for some years

past has been superintendent of the Philadelphia, Wilmington & Baltimore road. has been transferred to the New York division of the Pennsylvania road. On June 20 H. R. Dill retires as superin-

tendent of the Central of Georgia, main line. His resignation is due to personal reasons. Mr. Dill was formerly a division superintendent on the Chesapeake & Ohio

J. H. Farrell, superintendent of the Chicago, St. Paul & Kansas City road, Chicago division, retired to-day to take a similar position on the Great Northern road. J. D. Tuchy succeeds him on the C., St. P. &

The stockholders of the Chicago & Eastern Illinois road have ratified the perpetuity of the lease of the Chicago & Indiana Coal road. Under its terms the company guarantees the interest on the bonds of the C. & I. C. road.

William Swanston, master mechanic of the Pennsylvania shops at this point, and George Prescott, master mechanic of the Vandalia shops, will leave to-morrow for the East to attend the annual meeting of the Master Mechanics' Association.

There is a little friction between the trainmen and the trainmasters on some divisions of the Big Four, and the attention of General Superintendent Peck has been called to the matter, which will doubtless be adjusted satisfactorily to all parties.

The Chicago-St. Louis Association has been notified by the Chicago & Eastern Illinois company that unless in connection with either the Big Four or the Toledo. St. Louis & Kansas City road it is recognized as a St. Louis line it will play havoc with

H. C. Parker, general traffic manager of the Lake Erie & Western; A. S. White, general freight agent of the Big Four, and a number of other freight men left yesterday for St. Clair Flats to attend the meeting of freight men which convenes there to-day.

The Chicago scalpers have adopted another set of resolutions boycotting the Chieago, Burlington & Quincy, and the Chicago, Milwankee & St. Paul roads. The boycotted lines do not appear to be suffering through the boycott, although it has been on a month,

The last issue of the Locomotive Engineer contains portraits and names of the founders of the Master Mechanics' Association, Reuben Wells and William Swanston, of the Pennsylvania shops, at this point, being the only surviving members of the

The Baltimore & Ohio company last week contracted for ten high-speed engines for heen transferred to the western division in my life met "General Gordon, of confed-

to wear out, but competition has forced them to adopt a higher standard of passenger engines on the Chicago division, at

All effects of the strike at the shops of the Pennsylvania Company at Indianapolis have passed off and matters have assumed their normal condition. Yesterday the camp car in which the men were boarded who took the places of the strikers was sent to Columbus, and in the department where the strike was made ninetynine men, the full complement, were at work.

President Roberts and other officials of the Pennsylvania road have been in Chicago since Saturday, inspecting terminal facilities and making estimates of improvements necessary for the proper handing of world's fair traffic. It is understood that the Pennsylvania will lay tracks of its own to the grounds rather than use those of the Illinois Central or the Baltimore & Onio.

The total freight-car mileage made on the Big Four in May reached 12,713,166 miles, an increase over mileage made 'in-May, 1891, of 557,485 miles. During the month there were handled on the system 149,485 loaded cars and 54,444 empty cars, an increase of 15.7 per cent. over the number handled in May, 1891. There were handled on the system 4.278 trains, and, counting two empties as one loaded car, an average of 344 cars to the train.

A fast-freight-line man, who is not securing as much business as he would like to, entered a protest yesterday against the Interstate Dispatch, which does not own a car, coming in here and taking at one haul twenty-one car-loads of hard wood lumber for New York out of here over the Lake Erie & Western road. The line agent should comfort himself with the fact that there is more than one line doing business out of here that has no cars, or, if any, very few.

B. B. Mitchell, general manager of the Bine line and Canada Southern Fastfreight line, who is well known in Indianapolis railroad circles, on Saturday last completed his twenty-fifth year of service with these lines. His friends at Rochester, N. Y., his headquarters, got up a banquet for the occasion and presented him with a mahogany chest containing 101 pleces of solid silver. On the top of the chest is a gold plate on which is inscribed. B. B. Mitchell, from the Blue Line agents -1807-1892."

V. T. Malott, chairman of the executive committee of the Chicago & Western Indiana road, has returned from Chicago. He states that the improvements are progressing very satisfactorily. At the Dearborn street Station a ticket office is being built with eight windows, there now being but two at this station, and an additional baggage-room which will hold 6,000 pieces of baggage. Where the heaviest traffic is twenty-two miles of eighty-pound steel rail is now being laid and the light rails taken to extend side-tracks.

The Rock Island has issued its tariff of reduced merchandise rates to Colorado points. It will not become effective, however, until July 22. Some time ago the Rock Island applied for authority from the Transmissouri Association to reduce these rates from the Missouri river to Colorado points to the basis of \$2 for first class, as against the existing basis of \$2.35. The application was not granted. An appeal was then taken to the commissioners of the Western Traffic Association, but they also refused to authorize the reduction. Nothing daunted, the Rock Island accepted the only alternative left it, and gave ninety days' notice, as required by the agreement in such cases, of its intention to put the rates into effect. The ninety days will expire July 22. The other roads interested will, of course, put the reduced scale into effect at the same time.

UNKNOWN MAN DROWNED.

He Was Pathing in Fall Creek Near the Aqueduct

An unknown young man was drowned yesterday while bathing in Fall creek, near the aqueduct. Charles Smith, who was with him at the time, says he was twentyone years of age yesterday, and that his mother, who was a widow, lived at Tipton. It is reported that he has a brother on the police force here. Flanner & Buchanan's ambulance removed the body to their morgue on North Illinois street, where it now lies awaiting identification.

PERSONAL AND SOCIETY.

Dr. Eastman has returned from the National Medical Association at Detroit. Mrs. John L. Griffiths returned yesterday from a visit to her sister in Minneapolis. Mr. and Mrs. Horace S. Van Diller and

children are visiting Mr. P. F. C. James and family this week. Mr. Felix Mahony, of Washington, is the guest of Mr. O. H. Root's family, on North

Pennsylvania street. Rev. D. W. Gerard, formerly of Crawfordsville, now of Chicago, is spending a few days in the city on business.

Miss Helen Erwin returned vesterday from Boston, where she has been for a month with her grandmother since her return from Europe.

Mr. and Mrs. W. N. Crane, of Chicago, are guests of Mr. and Mrs. Samuel Taylor, on North New Jersey street. Mr. and Mrs. Crane and Miss Fannie Taylor will go East next week to visit for some time. Prof. J. E. Denton, of Stevens Institute.

Hoboken, N. J., was in the city last evening, having come down from Chicago to attend the lawn fete at Woodruff Place, and make a brief visit to Mr. Alfred Potts and Cards have been received for the mar-

riage of Mr. Charles Sherman King and Miss Ziegler, of Wabash, to occur Wednesday, June 29, at the latter's home in Wabash. Mr. King is known to a large circle of friends in this city.

Mr. William Ferguson Saltmarsh, formerly of this city, now superintendent of the Johnson steel-works at Johnstown, Pa., will be married to-morrow evening to Miss Mary Walters, of that city. They will be here Thursday on their wedding tour to visit the groom's parents.

Mr. and Mrs. Isaac L. Bloomer have issued invitations for the marriage of their daughter Burnett and Mr. Horatio Kelsey, to take place Tuesday evening at the family residence, No. 457 North Pennsylvania street. The ceremony, at 7 o'clock, will be followed by a large reception. At-home cards inclosed are: After Sept. 1, No. 587 Jackson boulevard, Chicago, Ill.

The annual lawn fete of the Free Kindergarten and Children's Aid Society was given last evening at Woodruff Place, and was the most successful in every way of any ever yet given. Every resident made a most generous contribution by decorating their homes and lawns with lights. The houses were opened and gas, lamps and candles illuminated and showed the attractive interiors. Chinese lanterns of every description swung from the porches and trees, and were arranged in various ways. Judge Avres's house and grounds were elaborately decorated; festoons of lanterns extended from the ground to the topmost point, and crossed and recrossed in dazzling splendor. Gen. Carnaban's place was also brilliant. The old Woodruff house, now occupied by Dr. J. R. Hussey and family, was ablaze from end to end. European travelers said the place looked like Paris, with its parti-colored lights. No matter which way one turned, there were lights dancing in the breeze. At intervals on the lawns between the drives were huge Japanese umbrellas, hung with lanterns, which were shields for the tables where lemonade was served. In the center of the place a full orchestra played all the evening, and on the lawn adjoining tables were spread and refreshments served. There were hundreds of visitors walking, and hundreds more driving. All the stylish equipages of the the town were out there, filled with pretty young women in dainty costumes. Woodruft Place was never more beautiful. Every resident was a host and gay parties of friends filled the verandas. All was propitious for the event

and the fete was a success, A Correction.

To the Editor of the Indianapolis Journal A friend of the Journal ought not, perhaps, to object too strenuously to being the victim of a laughable tale in its columns once in a long while, but I am sure you founders. Brief sketches of each are also | will, in fairness, permit me to say that the story you published the other day, connecting me with Mr. Bernhamer and his exthe western division. In times past the periences at the Hancock convention, in

For such courtesies as I enjoyed on that oc-cassion I was indebted to the Hon. Joseph . McDonald, who had honored me with a lifelong friendship; and as to such courte-sies, the Hon. M. E. Ingalls, president of the Big Four railroad, would, I am sure, corroborate if the matter deserved so HENRY D. PIERCE.

ADDIE WOOD ARRESTED.

She Is Charged with Obtaining Goods Under False Pretens's

Patrolman McClellan, yesterday morning, arrested Addie Wood upon a charge of obtaining goods under false pretenses. She had been in the employ of Mrs. McKeever, on South New Jersey street, until Saturday night, at which time she left her employ. After leaving Mrs. McKeever's she went to Hausen's grocery, on the corner of East and McCarty streets, and purchased goods to the amount of \$1.49 and had them charged on the book. Miss Wood says she intended them to be charged to herself and not to Mrs. McKeever, and did not know they were not charged to herself. She says that she has bought goods in the same way at other times and afterwards paid for them. As soon as the clerk learned that he was to be held accountable for the goods he began to explain that he thought the goods were for Mrs. McKeever and had so charged them.

REAL-ESTATE TRANSFERS

Twenty-Two Transfers, with a Total Con-

sideration, \$32,173.50. Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., June 13, 1892, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market

Catharine Fling et al. to Peter Poland, north half of the east half of the northwest quarter of section 23, Kennitz, lot 19, in Hubbard's South 300.00 Jungeluas et al., lot 6, in Wilson's subdivision of outlot 63...... 4,500.00 Peter Zimmer et al. to Mary C. Cana-da, lot 107, in Purceil's subdivision of Jones's addition..... 100.00 Benjamin F. Crawford et al. to Mary C. Sommers, lot 6, in Crawford and 250.00 Taylor's first subdivision..... John S. Spann and wife to Hartford Saving and Investment Company, lot 524, in Spann & Co.'s second Woodlawn addition.....

500.00 Sarah F. Spann and husband to Hartford Saving and Investment Company, lot 520, in Spann & Co.'s sec-ond Woodlawn addition. Mary McMahan to Mary C. Hofmann, 1,700.00 part of lot 8, in Hughes's subdi-1.00 S. Hampton and wife, lots 34 and 35, in Johnson's East Ohio-street ad-

700.00

600.00

1.00

500.00

500.00

dition..... Lizzie McCullough et al. to Charles H. Fiske, lot 10, in Adams's subdivis-ion of A. E. Fletcher's first addition 1,500.00 Elizabeth Hild and husband to Charles H. Fiske, lots 12 and 13, in Braden's subdivision of Brett, Braden & Co.'s addition.... Philip Kiley and wife to Benjamin F. 200.00 Cline, lot 3, in Sulgrove's beirs' subdivision of Fletcher & Ramsay's

lot 6, in Blake's subdivision of outlot 9..... Charles W. Dawson and wife to F. A. 2,200.00 Ballard, lot 8, Lilly's subdivision, in 2,200.00 Simon Yandes, part of sec-tion 28, township 16, range 4; and lots 24, 25, 121, 122, 212 to 216, in E. T. Fletcher's second addition; and lots 39 and 40, in E. T. Fletcher's subdivision of E. T. Fletcher's first addition to Bright-Wood.... Elmer E. Boice and wife to Oliver W. 8,131.50

Brookside addition... John Cahill and wife to James Bogart,

Allen, lot 55, in Olieman, Reagan & nette Jacobs, lot 28, in Walker's Sunnyside subdivision of Bartholomew et al.'s addition to Irvington .. Hans A. Schroelter and wife to Christina Kesmier, lot 236, in Allen, Root & English's North Woodlawn addition Hans A. Schroelter and wife to Chris-

tina Kesmier, lot 235, in Allen, Root & English's North Wood-lawn addition Mason J. Osgood to Laura Boyer, 500.00 lot 22, in block 4, in Bruce Baker's addition..... Susan Green and husband to Louis 300.00 Buschman, lot 23, in Murphy & Tinker's addition

John T. Avery and wife to John H.

Laker, lot 87, in 8, and B. F. Mor-5,625.00 ris's Oak Hill addition

Conveyances, 22; consideration ... \$32,173.50

PENSIONS FOR VETERANS. Residents of Indiana and Illinois Whose Claims Have Been Allowed. Pensions have been granted the follow-

ing-named Indianians: Original-Cyrus A. Moneysmith, David Baty. Geo. W. C. Ambrose, Samuel Davis, Michael Heins, Edward B. Howe, Robert P. Briggs, Morris L. Sellers, Crawford Griswold, Josep L. Glibert, J. F. McDorman, Perry Bottles, Lewis Crissler, Isaac H. Dutrow, Amos B. Lee, Elijah Horton, Frank Bair, Jesse C. Atkinson, Win. Buck, J. Washburn, Julius Zorlinger, Wm. Zierer, John W. Lee, Charles Randol, Zara T. Stearns, James Rees, Samuel T. Fondray. Additional-Richard H. Moore. Nicholas Kiesch, John A. Sigler, George W. Smith. James Winslow, Aaron Gardner, William A. Hughes, Henry J. Wiggs, Jasper N. Linzy. Increase-Lorenzo D. Conner, Harrison T. Candy, John Parker, Jackson Bales. Reissue-Jesse Parmer. Original widows, etc.-Ellen Purcell, Caroline Payne, minor of Jacob H. Weaver, Mahala Pegg.

TO RESIDENTS OF ILLINOIS. Original -John W. Reidelberger, James L. Bedford, Samuel C. Hogue, Richard Hardisty, Lewis Deasel, Levi M. Brice, Levi F. Sweet, Allen W. Cross. Henry Gardner, William Stevens, John H. C. Gist, Samuel K. McCullough, James Shoemaker, Elisha J. S. Daniels, Frederick E. Butterfield, Edward Dohme, William H. Lang, Alonzo Ackerman, John C. Brooks, Cornelius Baker. Eli L. Blevens, R. Gordon Ellis, William Dukes, William H. Kryder, Silas G. Coray, Charles W. Whitmore, Jacob Hammond, William Spuehr, Samuel Lange, Jacob Lauck, Joseph Mc-Gown, Hector S. Beach, Samuel Clarke, Philip Kuntz (deceased), Martin E. Esber, George F. Rudel, Albanus L. Jenkins, Jas. H. Stewart, Chas. E. Young, Wm. Mikle. Additional—Wm. A. Canaday, Theodore Wiederhold, Jas. R. Clark, Chas. A. Blee, Benj. R. Logan, Isaac Knox, John Atkinson, Wm. H. Sanders, Strawden Nance, Daniel Fuller. Reissue—Nils G. Utter. Original widows, etc-Mary A. Girtman, Elizabeth A. Higganbotham, Isabella Butler, Eliza-beth Basier, Melissa E. Perry, Sarah L. Ever-hart, Nancy McLain, Sarah T. Price, Branch A. Brogden, Elizabeth Clements, Laura A. Atkin-son, Susan E. S. Barger, Emma B. Wilson, Ellen F. Molloy.

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Pursuant to an order of the Superior Court, entered June 2, 1892, in the case of Augustus H. Smith against George P. Wood, No. 42642, notice is hereby given that on Monday, June 27, 1892, at 2 o'clock p. m., on the premises of the J. S. Carey Works, No. 84 South West street, in the city of Indianapolis, Indiana, I will sell at public auction, to the highest and best bidder, the plant, engines, boilers, tools, machinery and fixtures used in the cooperage business, as an entirety, free of liens except taxes of 1892, and also the horses and wagons, stock and materials on hand and all personal property used in said business, free and all personal property used in said business, free of liens except taxes of 1892. The property last mentioned will be sold separately, unless a better and higher offer is made for all the above property as an And provided, further, that no satisfactory bid for said property is made prior to 3 o'clock p. m., of TERMS OF SALE—Cash in hand, or, at purchaser's option, one third in cash, one third in three months, and balance in six months; the deferred payments to be secured with personal security to satisfaction of the court and bear 6 per cent interest. Any con-tracts assumed by the purchaser shall be secured to satisfaction of the court. A certified check for one thousand dollars (\$1,000) A certified check for one thousand dollars (\$1,000) must accompany any proposal for said property, and bidders must deposit with me a like check before bidding on said piant, machinery, tools, fixtures, engines and boilers, or upon all of said property as an entirety, which check shall be forfeited if such bidder fails from his own default to perfect his purchase.

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